

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 796

IN THE MATTER OF:

Served April 5, 1968

Application of D. C. Transit)	Application No. 466
System, Inc., for Route)	
Authorization to Change and)	Docket No. 169
Extend Route P-9.)	

By Application No. 466, filed January 3, 1968, as amended, D. C. Transit System, Inc., requests authority to change and extend its Route P-9, South Capitol Street Free Fringe Parking Lot Service as follows:

DISCONTINUED PORTION

Northbound - Via South Capitol and Canal Streets from South Capitol Street and the cut-off to the Southwest Freeway to Canal and 1st Streets, S. W. and 15th Street, N. W. between Constitution Avenue and E Street.

Southbound - No change.

REROUTED PORTION

Northbound - From the intersection of South Capitol Street and cut-off to Southwest Freeway northerly on cut-off Road, westerly on Southwest Freeway, northerly on cut-off to D Street, east on D Street, and north on 1st Street, S. W. and regular route.

Southbound - No change.

EXTENDED PORTION

Northbound - From the intersection of Constitution Avenue, N. W., and 15th Street, west on Constitution Avenue, north on 22nd Street, east on C Street and north on 21st Street to Virginia Avenue.

Southbound - From the terminal stand on the north side of C Street, N. W., west of 21st Street, west on C Street, south on 22nd Street, east on Constitution Avenue, north on 15th Street, and east on E Street and regular route.

NEW LIMITED STOP RESTRICTIONS

Northbound - Boarding will be permitted at the South Capitol Street Free Fringe Parking Lot and at all authorized stops west of and including 7th Street and Constitution Avenue, N. W. Alighting will be permitted at all authorized stops.

Southbound - Boarding will be permitted at all authorized stops. Alighting will be permitted at all authorized stops west of and including 7th Street and Pennsylvania Avenue, N. W., and at the Free Fringe Parking Lot.

The matter was set for hearing before an examiner. Proper notice of the application and hearing was given. No one appeared in opposition.

In the latter part of 1967, construction work performed on the old P-9 route forced applicant to detour its service via the Southwest Freeway and D Street. In time, this detour proved to be a faster and more practical route than the original. Moreover, the applicant has received numerous requests from patrons to extend the P-9 route west of 15th Street to the area of 21st and Virginia Avenue, N. W. Most of these requests emanate from patrons working in the federal buildings complex in that area, which includes Main Navy Building, Munitions Building, Federal Reserve Bank, Interior Department, Civil Service Commission, and State Department. Presently, these patrons must transfer to reach their destination. The proposed extension will provide direct service to the Potomac Park area and will supplement the existing service of applicant's Routes A-1 and X-1.

Grant of the authority requested would require that the present stop on Canal Street at 1st Street be re-established on 1st Street, S. W., north of D Street; this will actually make the stop more accessible to the Southwest Mall area.

The Commission has received 59 letters, and four petitions bearing 84 signatures in this case; only two letters opposed the proposed service, and their opposition was directed against the changes proposed in the P. M. rush period.

However, applicant amended its application at the hearing in order to retain its present routing in the P. M. rush period. This amendment appears to satisfy the objections to the proposed routing.

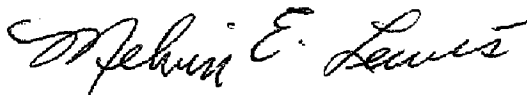
While the patrons in the 15th and F Street area will have a somewhat longer walk because of the A. M. routing, this does not present the serious problem that it does with the P. M. service. And the latter problem is avoided by the applicant's amendment. Balancing all aspects, we find that the advantages of the proposed service outweigh any adverse effects. The proposed service will enhance the transportation network in the District of Columbia, providing additional and faster service.

Upon the evidence adduced and our findings herein, the Commission concludes that the applicant is fit, willing and able to provide the proposed service and that the proposed transportation is and will be required by the public convenience and necessity. Accordingly, the application, as amended, should be granted.

THEREFORE, IT IS ORDERED:

1. That the application of D. C. Transit System, Inc., for a route authorization to change and extend its Route P-9 be, and it is hereby, granted.
2. That Route Authorization No. 4 - 68, as attached hereto and made a part hereof, be, and it is hereby, granted.
3. That this order become effective upon date of issuance.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization No. 4 - 68

IN THE MATTER OF:

April 5, 1968

Application of D. C. Transit)
System, Inc., for Authority)
to Change and Extend its)
Route P-9 in Washington, D. C.)

Upon consideration of the matters adduced and contained in said application, the Commission finds that the public interest requires the service described hereinafter.

Therefore, permission is hereby granted D. C. Transit System, Inc. to change and extend its Route P-9 to operate in the following manner:

DISCONTINUED PORTION

Northbound - Via South Capitol and Canal Streets from South Capitol Street and the cut-off to the Southwest Freeway to Canal and 1st Streets, S. W. and 15th Street, N. W. between Constitution Avenue and E Street.

Southbound - No portion of the route will be discontinued.

REROUTED PORTION

Northbound - From the intersection of South Capitol Street and cut-off to Southwest Freeway northerly on cut-off Road, westerly on Southwest Freeway, northerly on cut-off to D Street, east on D Street, and north on 1st Street, S. W. and regular route.

Southbound - No reroute.

EXTENDED PORTION

Northbound - From the intersection of Constitution Avenue, N. W. and 15th Street, west on Constitution Avenue, north on 22nd Street, east on C Street and north on 21st Street to Virginia Avenue.

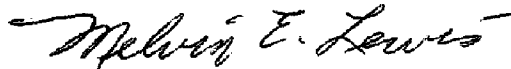
Southbound - From the terminal stand on the north side of C Street, N. W. west of 21st Street, west on C Street, south on 22nd Street, east on Constitution Avenue, north on 15th Street and east on E Street and regular route.

NEW LIMITED STOP RESTRICTIONS

Northbound - Boarding will be permitted at the South Capitol Street Fringe Parking Lot and at all authorized stops west of and including 7th Street and Constitution Avenue, N. W. Alighting will be permitted at all authorized stops.

Southbound - Boarding will be permitted at all authorized stops. Alighting will be permitted at all authorized stops west of and including 7th Street and Pennsylvania Avenue, N. W. and at the Parking Lot.

FOR THE COMMISSION:

A handwritten signature in cursive script that reads "Melvin E. Lewis".

MELVIN E. LEWIS
Executive Director